Mr. J. APPAJI GOWDA.—Notice.

Mr. K. L. NANJAPPA NADIG.—The answer to (*b*) shows that there is only one teacher on Rs. 50—5—75. In which school is that teacher working?

Mr. J. APPAJI GOWDA.—Notice.

Mr. K. L. NANJAPPA NADIG.—From time to time, teachers' conferences presided over by high officers of State are held and resolutions relating to various wants and grievances of teachers are passed. Has not this particular grievance of school masters come to the notice of Government?

Mr. N. MADHAVA RAU.—The question is engaging the attention of Government.

Jurisdiction over Railway Lands.

Q.—36. Mr. M. R. PUTTASWAMIAH (Special Interests).—

Will the Government be pleased to state:—

(*a*) the reasons why the Bangalore-Harihar Section of the Mysore State Railway is under the control of the British Police instead of under the Mysore Police;

(*b*) whether the employment of British Police is not more expensive to the Railway?

A.—The CHIEF SECRETARY to GOVERNMENT (Rajasevaprasaktha B. T. Kesavaiengar).—

(*a*) Jurisdiction over these lands vested in the Government of India in accordance with the policy in vogue at the time the railway development was undertaken.

(*b*) The expenditure on account of the railway police is met from the revenues of the Civil and Military Station and not from State funds.

NOTE.—The jurisdiction over these railway lands still vests with the Government of India. The question of retrocession of jurisdiction is under correspondence with the Government of India.

Mr. Bhupalam R. CHANDRASEKHARAYYA.—Are the Government aware that the question of jurisdiction over railway lands was taken up with the Government of India by the neighbouring State of Travancore and was settled to its satisfaction?

Mr. B. T. KESAVAIENGAR.—Yes. We have been carrying on correspondence for long. The case of Travancore only furnishes an additional argument in favour of our point of view.

Mr. Bhupalam R. CHANDRASEKHARAYYA.—Is the cost of the British Police employed over the Mysore State Railway, borne entirely by the Civil and Military Station?

Mr. B. T. KESAVAIENGAR.—To some extent it also devolves on the State because it is part of the surplus revenues of the Assigned Tract accruing to the Mysore State.

Mr. Rayara KEMPANNA.—After the retrocession of the Civil and Military Station to the State, who should bear this cost?

Mr. B. T. KESAVAIENGAR.—When the jurisdiction is taken over by the State, the expenditure will have to be met by the State.

Mr. Rayara KEMPANNA.—Pending retrocession, cannot our Government assume control over the railway police?

Mr. B. T. KESAVAIENGAR.—We cannot take over pleanary power in the meanwhile.

Engine Failure on the Bangalore-Harihar Section.

Q.—37. Mr. M. R. PUTTASWAMIAH (Special Interests).—

Will the Government be pleased to state:—

(*a*) if they are aware that the trains do not arrive at the scheduled timings in the Bangalore-Harihar Section of the Mysore State Railway owing to the engines failing often and that much inconvenience is caused thereby to the people;

(*b*) (i) the number of times the engines so failed since taking charge of the said line by the Mysore Railways up till now;

(ii) the reasons therefor;

(iii) the number of times the engines failed on the above line during the corresponding period immediately preceding while the line was under the management of the M. & S. M. Railway, with the reasons therefor;

(*c*) whether such failures could have occurred if the supervision of the Loco. and Carriage Departments had been kept in order by necessary repairs ?

A.—**The CHIEF SECRETARY to GOVERNMENT (Rajasevaprasaktha B. T. Kesavaiengar).**—

(*a*) Yes; on some days.

(*b*) (i)—

Year	Total number of trains run on the section	Number of engine failures	Percentage of engine failures on the total number of trains run
1938	4,560	19	·41
1939	5,110	36	·70

(ii) They are due to defects as follows :—

Year	Mechanical defects	Bad repairs	Bad engine-manship	Water troubles
1938 ...	11	4	3	1
1939 ...	29	...	5	1

(iii) This information is not available.

(*c*) Some failures always occur. The percentage of actual failures is very small for the train service. The Loco. Department is bestowing all attention to keep running locomotives in good working order.

Mr. M. R. PUTTASWAMIAH.—Are the Government aware that engine failures have become more frequent after the line was transferred to State control ?

The GENERAL MANAGER, MYSORE STATE RAILWAY (Mr. Y. K. Ramachandra Rau).—The member may refer to the list of failures and draw his own inferences.

Mr. M. R PUTTASWAMIAH.—Is it true that engine troubles are due to the fact that the Railway Workshop is not rectifying defects properly ?

Mr. Y. K. RAMACHANDRA RAU.—No.

Mr. M. R. PUTTASWAMIAH.—Are the defects not due to lack of efficiency on the part of the Loco. Department ?

Mr. Y. K. RAMACHANDRA RAU.—No

Mr. A. G. MUDDURACHAPPA.—Are the Government aware that after the resumption of the line by the State, transhipment of goods is being delayed unduly, that the Madras and Southern Mahratta Railway used to deliver goods booked to Tiptur and Bowringpet from Shimoga within 3 days, as against 25 days taken now, and that owing to fluctuations in prices, the merchants are put to heavy losses on account of such inordinate delays ? Are they also aware that for the reasons explained, all goods are being transported by lorries now ?

The FIRST MEMBER (Rajamantrapravina N. Madhava Rau).—The matter will be enquired into.

Mr. K. VENKATARAMIAH.—The number of engines damaged in 1939 was larger than the number of failures in the previous years. Will there be a reduction at least in 1940 ?

Mr. N. MADHAVA RAU.—The position will be improved to the extent possible.

Mr. K. RAMANNA.—Over the M. & S. M. Railway, engines attached to rakes are changed for every 100 miles. But here the same engine is expected to work both up and down between Mysore and Arsikere. Is that so ?

Mr. Y. K. RAMACHANDRA RAU.—Each engine is allotted work according to a time-table.

Mr. K. L NANJAPPA NADIG.—Is it true that while resuming charge from the M. & S. M. Railway Company, the Mysore Railways got only the older engines ?

Mr. Y. K. RAMACHANDRA RAU.—We got back our own engines.

Mr. K. LAKSHMINARAYANA RAO.—Are the Government aware that over work on the part of drivers, coupled with a short 3 hours' rest between every two trips, has been responsible for the frequent engine failures ?

Mr. Y. K. RAMACHANDRA RAU.—It is not so.

Mr. K. LAKSHMINARAYANA RAO.—How many drivers are there in our Railway ?

Mr. Y. K. RAMACHANDRA RAU.—Notice. But I can assure the member that there are enough hands.

Mr. M. SUBBIAH.—Consequent on the resumption of the Harihar and the Hindupur lines, how many engines were got back from the M. & S. M. Railway Company?

Mr. Y. K. RAMACHANDRA RAU.—Notice.

Mr. M. SUBBIAH.—Before the lines were actually resumed, was the condition of the engines examined?

Mr. Y. K. RAMACHANDRA RAU.—Yes, and we got back our own engines.

Mr. M. SUBBIAH.—The general belief is that the engines were received back without scrutiny and hence all this trouble now.

Mr. Y. K. RAMACHANDRA RAU.—It is not so. If the engines are not fit for work, they are not attached to the trains at all.

Mr. M. SUBBIAH.—Did any expert certify that they were all in a fit condition when they were handed over to the State?

Mr. Y. K. RAMACHANDRA RAU.—We were resuming our own property and so no certificate was necessary.

Mr. M. SUBBIAH.—Is it a fact that good engines were not returned to us but only useless ones were given?

Mr. Y. K. RAMACHANDRA RAU.—It is not a fact.

Mr. M. R. PUTTASWAMIAH.—How did it happen that they were all in perfect working order so long as they were in charge of the Madras and Southern Mahratta Railway Company?

Mr. Y. K. RAMACHANDRA RAU.—In 1938, there were 249 failures in the M. & S. M. Railway as against 19 failures here, and the percentage works out almost the same.

Mr. K. LAKSHMINARAYANA RAO.—Have the drivers been responsible for engine failures at any time?

Mr. Y. K. RAMACHANDRA RAU.—No; failures are due to mechanical defects like breakage of a buffer spring or piston rod.

Mr. K. LAKSHMINARAYANA RAO.—Cannot mechanical defects be caused by mistakes on the part of drivers?

Mr. Y. K. RAMACHANDRA RAU.—No, it is only when the drivers do not do what they are expected to do when defects are noticed that we call them driver mistakes.

Mr. K. LAKSHMINARAYANA RAO.—Do the Government agree that if really efficient and responsible men are appointed as drivers and given proper pay and prospects, there may not be so many engine failures?

Mr. Y. K. RAMACHANDRA RAU.—No.

Mr. K. LAKSHMINARAYANA RAO.—Cannot a driver manouvre a defect if any of his grievances remain unredressed?

Mr. Y. K. RAMACHANDRA RAU.—That is not a supplementary question.

Mr. Y. V. MUNISWAMI IYER.—Are engine troubles peculiar to our Railway or are they common to all Railways?

Mr. Y. K. RAMACHANDRA RAU.—They are common everywhere.

The PRESIDENT arrived at this stage and took the Chair.

Extension of the Session.

Mr. MARULE GOWDA represented that members of the Assembly had come from all parts of the State in the hope of representing their grievances and obtaining remedies. The questions and representations given notice of by the members were subjected to scrutiny by the Deputy Commissioners concerned before they were sent up for inclusion in the agenda. It was important that all such questions and representations were taken up for consideration in some definite order. If this was not done and a process of selection or preference was adopted, only certain questions and representations would be disposed of and others would lapse. But the members had to satisfy their constituents about their work and achievements in the Assembly. The particular members whose subjects lapsed might be exposed to ridicule and there was the risk of their not getting returned to the Assembly again. The speaker therefore prayed that the agenda be gone through in a definite order, the session being extended to the extent necessary.

He also suggested that the same set of members need not be allowed to speak on all the questions coming up for consideration.

Mr. Y. V. MUNISWAMI IYER suggested that so far as local subjects were concerned, only the movers ought to be permitted to speak and Government might give their replies immediately thereafter, so that better progress could be made in the disposal of business.

The PRESIDENT announced that he had no objection to extending the programme by a day and added that with the full co-operation of the House, much more business could certainly be transacted.

GENERAL DISCUSSION ON THE BUDGET—*contd.*

Speaking on the budget, **Mr. D. VENKATARAMANAPPA** urged the need for more liberal provision for the improvement of Bangalore City. At the outset, he explained by means of the following statistics the very large contribution that was being made by the City of Bangalore to the general revenues of the State through various sources :—

	Rs.
Power and Lighting ...	25,77,000
Income tax, Registration fees, Court-fees, Entertainment tax, Vehicle tax, Abkari revenue, etc.	80,00,000

He complained that in spite of such a large contribution, the Bangalore City was not deriving a proportionate help from the Government. A good part of the city's contribution seemed to be expended on improvements in minor municipalities and on industrial undertakings like the Iron Works, etc. The city municipality alone was paying Rs. 1½ lakhs for street lighting and Rs. 9,60,000 for water. It was being represented to Government time and again by the municipality that the payments made under these two heads were very heavy. Since Government would be getting a large amount of extra revenue during the budget year, he prayed for early relief being extended to the municipality, seeing that it had been contributing Rs. 66 lakhs annually to the State revenues. He also thought that if the jurisdiction over water supply was handed over to the municipality, they would be able to increase the free allowance to house connections from 3,000 to 6,000 gallons. As the municipality had the requisite staff for supervision, the salaries of the Executive Engineer, the Range Officer, etc., now borne on the staff of the Water Supply Department could be saved. The municipality would also be prepared to conform to all the terms of the agreement entered into between the Government of Mysore and the Civil and Military Station, Bangalore, in respect of water supply. If this step did not commend itself to Government, he urged that at least the contribution from the city municipality on account of water supply be reduced by Rs. 2 lakhs.

Under Public Improvements, Bangalore City came in only for an allotment of Rs. 3·45 lakhs. The city richly deserved all modern amenities as many people from all parts of the State and outside were settling down in it and many more were visiting it periodically. Though vast improvements had been effected in respect of the more important roads and of lay-out of parks and extensions, etc., in recent years, the slums of the city still remained in want of proper roads, sanitation, and drainage. Certain acquisition proceedings were pending for a long number of years on account of paucity of funds. Considering all these, he prayed that at least one-half the cost of the underground drainage scheme might be met by the Government specially in view of the fact that the municipality was paying a very large amount of money in the shape of interest on loans granted to it by Government for this and other allied schemes.

Proceeding, the member pleaded, on behalf of the merchant classes who were hard hit as a result of continued trade depression, for the creation of better credit facilities in co-operative institutions and for effecting substantial reductions in the interest rates charged by those institutions and also for preventing them from charging penal rates.

In regard to primary education, he represented that there was a pressing need for increased accommodation and for additional teachers and prayed that the grant be raised from Rs. 61,000 to Rs. 70,000.